PORSCHE PANORAMA

"AT WORK"
Prize Winning Photo by Dick Tait

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PORSCHE PANORAMA

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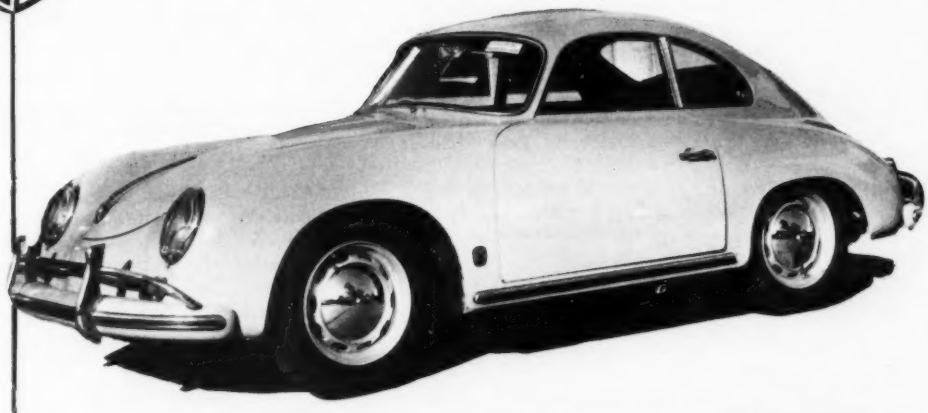
MANHATTAN
IMPORTED CARS



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NICHOLAS MATTLINGER

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FOURTH PORSCHE PARADE . . .'59

Enclosed with this issue of Panorama, you will find your Parade invitation and registration form. This invitation is extended to all PCA'ers and their families. Extra copies of the form can be obtained for distribution to Porsche owners who are not members from the Executive Office, Porsche Club of America, 1542 Mt. Eagle Pl., Alexandria, Va.

The registration fee of fifteen dollars includes: A parade car plate, name badges, a parade program and gift, a list of registrants, entry to all events, two cocktail parties, a chance at trophies and door prizes (one of which is a free four-day parade vacation for one couple offered by Nippersink Manor).

The Parade program has been tentatively scheduled as follows:

SATURDAY & SUNDAY, JUNE 13 AND 14
- Travel Days
- Early Arrivals—Welcome and Registration
- Informal Cocktail Party—Sunday PM

MONDAY, JUNE 15
- Official Arrival and Registration
- Cleaning of Cars for Concours—AM
- Board of Directors' Meeting—Luncheon
- Concours d'Elegance—PM
- Reception Cocktail Party/Courtesy Nippersink Manor
- Ranch-Type Dinner and Square Dance

TUESDAY, JUNE 16
- Rally—AM
- Luncheon Speakers (E. Filius, W. Raether, H. Dramm)
- Technical Program—PM
- Tour to Hone Bear Farm, Little Norway or Yerkes Observatory (Facultative)
- Dinner
- Annual Business Meeting
- Movies

WEDNESDAY, JUNE 17
- Driving School & Picnic at Wilmot Hills Road Course
- Dinner—Speaker to be announced
- Dancing & Floor Show/Courtesy Nippersink Manor

THURSDAY, JUNE 18
- Tour to Meadowdale Raceway or Janesville Hill Climb Park—AM (Facultative)
- Board of Directors' Meeting—Luncheon
- Gymkhana at Wilmot Hills Road Course—PM
- Cocktail Party/Courtesy Porsche of America Corp.
- Victory Banquet—Award of Trophies & Prizes

FRIDAY, JUNE 19
- Check out after Breakfast
- Tour to Elkhart Lake
- "Parade" on the Road America Course—Saturday or Sunday

Appointments for test drives by Porsche factory personnel will be made by filling out Porsche of America Forms at time of registering.

Meetings of the National Board of Directors and the Executive Council will be during lunch in a private dining room on Monday and Thursday.

Trophies will be awarded for first, second and third place in the concours, rally and gymkhana. Overall prizes will be awarded for first through tenth place. Circulating permanent trophies to be awarded are the following:

PORSCHE MEMORIAL
HOFFMAN
MANHATTAN
PRY

A new permanent circulating trophy called "The President's Trophy" will be awarded to the regional club arriving with the largest parade of cars from the longest distance. The point system for this trophy will be announced in next month's Panorama.

RESERVATIONS

With this issue of Panorama you will also receive your reservation form for Nippersink Manor. The Nippersink Management has reserved on an exclusive basis the complete facilities of the Manor for our Parade.

The rates are based on double occupancy and are presented to you on an optional basis of either American Plan (includes all meals) or on the European Plan (meals a la carte). The European Plan is a bit more expensive, but it involves no commitment to eat three meals daily at the Manor. Although food portions served are plentiful, there will be no charge for re-order of any item under the American or European Plans. The Victory Banquet is included under the American Plan. Under the European Plan the banquet will be $4.50 per person. For those not staying at Nippersink the Victory Banquet will be $6.00 per person or $10.00 per couple. A 10% customary gratuity will be added to all bills (lodging and food).

Room reservations will be assigned on a first-come first-served basis. DON'T DELAY. FILL OUT BOTH FORMS AND RETURN THEM AS SOON AS POSSIBLE to the proper address as listed on each form.

ROAD AMERICA — ELKHART LAKE WEEKEND

Since accommodations are difficult to obtain on a race weekend in Elkhart Lake, we are listing a few more hotels for your convenience in making reservations for the Road America:

The Grand Hotel, Sheboygan, Wis.
The Fostee, Manitowoc, Wis.
The Manitowoc, Manitowoc, Wis.

Hayward R. Blake, Chairman
1959 Porsche Parade

Which Way?

This article won't help you rally enthusiasts stay on the right roads—we wish it could, of course. What it may do is give you more free time to help yourselves stay on the right roads. The actual purpose of the article is to discuss the two principal ways in which a rally can be computed, and it is aimed toward helping the relative newcomer to the sport of rallying. There is also a glimmer of hope that it will help some oldtimer somewhere, although it is amazing how folks can get "sot in their ways."

Almost everyone realizes that once the rates of speed have been specified for a rally, ANY point along the rally route can be determined either by the mileage from the starting point or by the minutes of elapsed time from the starting point. This being true, the rally can be computed two ways. First, you can take your elapsed time, convert it to miles, then compare the result with the elapsed miles as shown on the odometer. Call this "method A." Second, you can take your elapsed miles from the odometer, convert the distance to elapsed time, then compare this with some sort of timekeeping device. Call this "method B." If you use method A, pick time units to start your computations, and at the same time you have unwittingly picked a spot along the rally route corresponding to the units. Likewise, if you use method B, you pick mileage to start your computations, and again you have selected a spot along the rally route. So, regardless of the method, your computation starts with a spot along the rally which we might call the "point of computation." When method A is used, the "point of computation" progresses down the road at a steady rate even though the car is stopped behind a freight train. The "point of computation" agrees with the location of the car only when the contestant is exactly on time. On the other hand, when method B is used, the "point of computation" stays with the car at all times since the mileages are taken from the car's odometer.

Now let's see what happens to the poor chap who is using method A and is late (maybe he WAS behind a freight train!). His "point of computation" is way ahead of his car, of course, and he is barreling down the highway trying to get back on time. Pow! Speed change! The chances are excellent that the speed change point doesn't coincide with an even number of minutes elapsed time from the start, or with an even number of miles from the start. Since our friend is using method A, he must determine his time at the speed change point, so right fast he is doing a double-take and is using method B for this purpose. Then he has to do another double-take to change methods again. Many speed changes like this, and our friend is ready to chuck the works right out through the side flaps.

Now let's take another chap who went on this same rally, got caught by the same freight train and is almost as late at the speed change point, but he is using method B. Does he have problems? He may be a bit disturbed by being late but he sails right along with his computations without the necessity of changing methods—AND, he can handle a speed change point in about half the time that it takes his friend who is using method A.

The whole point to this discussion is that method B is superior to method A when the chips are down in a rally. Speed changes do present problems—the idea is to make it as simple a process as possible. If you still don't like speed changes, then you'd better get one of those computers with which Suzie's Grandmaw zeroes every checkpoint. It will handle speed changes at the rate of one every ten seconds with no difficulty.

Capt. H. E. Thomas
Potomac Region

PCA TENTS

You regional clubs, check on the national races in your area this year. If you plan a PCA tent at one of these events contact Vice President for Program and Activities, Joe Marsey, 296 Ashbourne Road, Rochester 18, New York, and the PCA Executive Office as soon as possible. We would like to be able to publish a list of the definitely planned PCA tents for this season in the April issue of Panorama.

Bill Sholar, Exec. Sec'y presents Trophy to Earl Kirschbaum, President at the Pittsburgh PCA Director's Meeting. PCA won this beautiful Trophy at the International Porsch-Treffen Meran

NEWS
FROM THE REGIONS

Motel on the Mountain, Suffern, New York, was the spot and the NORTHERN NEW JERSEY REGION provided the gang for their January 25th meeting. Movies and dancing got the PCAers off to a rousing start on their '59 activities schedule.

Results are in on the elections for the '59 officers of the CHICAGO-MILWAUKEE REGION. New President is HAYWARD "BUD" BLAKE, assisted by Vice Presidents ED RINKER, PHIL LIAUTAUD and GERALD TANNENBAUM; Secretary, BOB HUFF; and Treasurer, DON CUMUNALE. Newly elected director of that area is RAY OLSON. The '59 activities schedule has been drawn up with big circles around the dates of June 15th to 18th.

DICK DITTUS sends news of the excellent rallyists of the S. E. MICHIGAN REGION. HARRY KOONTZ, LEE BECK, GEORGE DURBIN, and let's not forget MARIAN DITTUS, have showed the prowess of PCAers in rallys.

Hear the METROPOLITAN NEW YORK REGION'S "Snow Flake Rally" was again a big smashing success. Some of the best rallyists in the big city are PCAers of this region.

January saw another organizational meeting by the group in ST. PAUL. Their petition for a charter is under way and a contest is being held to select the best name for the region.

If any of you PCAers in the GULF COAST and CONNECTICUT-WESTCHESTER REGIONS want to get these clubs back in full swing, do some ground work and write to EARL KIRSCHBAUM or the Executive Secretary's office.

HAL ROTHERMEL tells us of a get together recently of PCAers in HONOLULU, HAWAII, for a family tour and picnic. They are now looking for a few more members to form their own regional club.

On December 7, 1958, the Chicago-Milwaukee Club held a rally meeting. It turned out to be a cold snowy day, but attendance was high and warm, illustrating once again the enthusiasm of Porsche owners. Total number at the dinner was *129* including wives and children.

Wayne Potter, Rally Steward, enjoyed himself thoroughly laying out his first rally. It was a fun rally but one which proved how many frustrated poets our Club has. Thirty-eight cars started, eleven finished.

The rally was laid out in two legs with a hidden speed trap to record the best time for a flying mile. Total mileage was 51.9 miles. Total time was one hour 24:06.5 minutes. The results were as follows:

Position	Car No.	Driver/Navigator	Score
1	31	Bob & Rita Schroeder	4
2	26	Chick & Marce Bell	16
3	5	Newman & Rondeiro	31
4	19	Jim & Mary Abbott	40

Fastest flying mile: Ray & Terry Olson.

The Siemons got mixed up in another club's rally and drove a total of 173 miles enjoying every minute of it in their new 1959 hardtop. The last car out, driven by the Endicotts, was the first car in, having missed a turn somewhere —total elapsed time: 42 minutes, average speed: 72 mph.

After the excellent dinner at the McHenry Country Club, PCA'ers who had participated in the Meran Treffen last Fall, showed their slides to an envious audience. It looks as if there will be another large group from the Chicago-Milwaukee Region on the 1959 PCA tour.

HAYWARD R. BLAKE, President
Chicago-Milwaukee Club

FOR SALE

Two Solex 40 PII Carbs for Carrera and Spyder. List for $140 each—both for $150. *W. Wing, 1955 Grenville Road, Westfield, N. J.*

1958 Porsche 1600 N Coupe, Grecian Gold (15 coats of hand-rubbed lacquer) with red leather interior. Blaupunkt "Bremen" radio and many other extras. *F. L. W. Reed, c/o Noel's Inn, RD No. 3, Central Park, Dover, New Hampshire.*

1500 N Coupe, 20,000 careful miles, must be seen. *Ronald W. Dyson, 748 West Webster, Chicago 14, Illinois.*

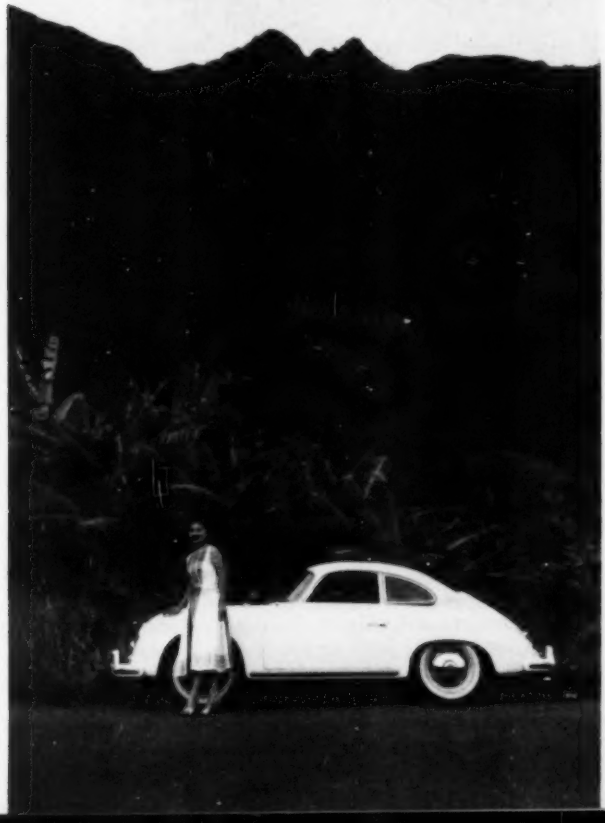
1957 1600 N Convertible Coupe, blue with red leather upholstering . . . asking $3200. *Barron D. Knox, M.D., 26 East Circle Drive, East Longmeadow, Massachusetts.*

THIS IS THE LAST ISSUE OF PANORAMA YOU WILL RECEIVE IF YOUR DUES ($12) ARE NOT PAID IMMEDIATELY

Bill and Rita Schroeder
Marco and Chick Bell
Dick Newman and Rendeiro
Mary and Jim Abbott
The Rally Steward and wife,
Wayne and Sally Potter

Officers of the About-to-be-Chartered PCA group in Minnesota. Henry Riel, Treas.; Wiggie Woolery, Secretary; Bill Woolery, V. Pres.; Earle DeLaittre, President.

A nice shot of 3 Beauties in Hawaii: a Mountain, a Girl and a '57 1600S Coupe Hikoharu Uyesato owns only one . . . the Coupe.



SOME THOUGHTS ON CARBURETION

Many a Porsche owner has condescendingly looked into the engine room of a friend's VW, noted the skimpy carburetion layout, and pompously said, "That thing would go a lot better with bigger carburetors and manifolds", or "Look, friend, why don't you feed the poor thing? After all—baby needs food." There is, of course, a lot of truth to these observations, yet, we wonder if the so proud Porsche owner knows that such logic would be true for his pet machine also.

With the advent of fuel injector systems on race circuits these past few years, carburetor people, forced to keep alive, have made great developments. Advanced companies, such as Solex and Weber, have improved their carbs, step by step, with today's engines. Weber is foremost by being the first to make a separate choke (throat with venturi) for each cylinder. This, of course, was at the instigation of Enzio Ferrari to meet the demands of his gas hungry cars. Porsche's adaption of the dual Zenith is a similar advance. Still, even the new Zenith is not a true dual throat as will be explained later.

Should you be surprised to hereby learn that your push-rod Porsche is "under carbureted", we will try to explain to you the following fundamentals: Your 32 PBI, PBIC, 40 PBIC, PCIB carbs are single throat feeding two cylinders, via "siamese" manifolds. The Zenith NDIX is a dual throat utilizing individual manifolds for each cylinder, but with only one velocity entry channel. P II, P II-4 Solex's (on Carrera engines) are true dual throat carbs with two manifolds, throats, and velocity entry channels. Solex has available a "tuned velocity stack" for these models. The much revered Weber is all that Solex PIIs are with refinements and a higher price.

Why is one carburetor (or separate throat) per cylinder the ideal?

Single carburetors siamesed to two cylinders cause a compromise of fuel mixtures, volumetric efficiency losses, over-rich settings as safety factors for exhaust valves, unequal cylinder temperatures, and varied carbon formation, not to mention the comples problems caused by manifold bends and angles. The spark plugs have long given us the evidence. Several disassembled push rod engines we have seen show four completely different carbon formations on the piston crowns and cylinder heads. In attempts to solve this problem, many owners have resorted to the use of different spark plugs for various cylinders. Obviously, the only way to obtain the ultimate state of tune is to go to the root of the problem and work with better carburetion.

Only with a throat at each cylinder can the mixtures be set for the special requirements of each chamber. The results of such correction are wondrous. The flat spots, long inherent in Porsche engines, are gone. Horsepower goes up, and maintenance is longer lasting and more effective.

It seemed to us a pity that when Porsche came out with the fine Zenith carburetor utilizing the separate system for each cylinder, they used only one common entry for air. With the discarding of the siamese and adaption of the "straight through" manifolds, Porsche created the possibility of near perfect intake comparable to Lancia, Ferrari, and Mercedes Benz G.P. engines, and the 1500 RS Porsche engine.

The complaint with the air entry port is that it does not take fullest advantage of the otherwise fine intake system and utilize "suction funnels" or tuned velocity stacks as on P II (Carrera GT) Solexes or 40 mm (Spyder engine) Webers. A Porsche so equipped would be using "gauged intake velocity" or "ram tuning", and in effect the last word in carburetion before fuel injection.

The principle of intake velocity tuning has been greatly developed by the renowned Colin Campbell. The funnel is accurately gauged in height to take advantage of the pulsating air waves created by the opening of the intake valve. As a pebble thrown into the center of still water sends circular waves to its shore line; the intake valve upon opening sends similar waves up the throat to the height of the ram stack periphery. As the shore line sends back a closing wave to where the pebble fell; the atmosphere at the funnel top will send back a reflected wave. In an unrestricted area this, of course, would occur at sonic speed. Actually, factors such as venturi size, air temperature, mixture volume of gas to air, cut this speed down. The job of the designer is to adjust the funnel top so that the return wave comes down in just as the valve reopens for the suction stroke.

Campbell's formula for time in seconds of the pulsation to travel down the pipe and return is the following:

$$T = \frac{L}{6V_s}$$

L being the pipe length in inches. Vs is the velocity of sound in air considering temperature and pressure in the manifold—about 1100 ft. per second.

Campbell goes to great lengths and successfully explains the waves with diagrams in his fine book, "The Sports Car—Its Design and Performance". The following table is a product of his research on manifold lengths.

INDUCTION PIPE LENGTH FOR OPTIMUM RAM

(using one carburetor per cylinder)

r.p.m.	length in.	r.p.m.	length in.
3000	31	7000	13½
4000	23	8000	11½
5000	18½	9000	10½
6000	15½	10000	9½

Measurements made from the centerline of Piston Crown at B.D.C. to Ram Stack end.

The argument against the velocity stack is that incoming air is not filtered, and that since time of pulsation varies with r.p.m., it is only during a certain bracket of revs that ram tuning is in full effect. On the Ferrari GT a screen is added to cover the stack top, but the funnel remains. If it is good enough for Enzio's $12,000 items, it will do for us. The GT Carrera, now funnel equipped, will demonstrate to anyone (who can sneak a ride) the difference.

The Zenith, even without velocity stack, is a wonderful improvement over the old single choke Solex. Anyone considering a conversion would be wise to do so. The price we were quoted, however, is so prohibitive we won't mention it. An installation of American "Stromberg 97's", the hot rodders versatile favorite (at about $9.00 each, new) would be well suited. The Stromberg has also a common entry top. The hot rodders quickly got wise and made their own ram tubes. Three American companies now make ram tops for the 97, and because of popularity, numerous other goodies are available.

We still have not been able to get a look at a factory power curve graph of the new engine. Still it is quite obvious to any driver that with dual chokes (and a milder cam) the new engine has much more torque in lower revs than ever before.

We hunted up a couple of Strombergs and started computing and fabricating the manifolds. Since a recent acquisition of a Carrera engine (120 DIN hp at factory) with Webers, our efforts have been distracted. We plan to go back to work on the Strombergs and will give a report on this soon.

John Markon and Bob Strome
Metropolitan N. Y. Region

References: "The Sports Car—Its Design and Performance" by Colin Campbell

TIPS

Want to eliminate oil that collects in the well below the fan belt and below the fuel pump? Drill a small hole (no bigger than ⅛th inch in diameter) in each well to allow the oil to escape.

If you have an engine miss that has defied all detection, check your spark plug wiring. Sometimes the wiring gets corroded inside the heavy rubber coating. Thus we have a resistance and the current jumps through the wire and grounds out on the engine. Replacement with a good quality wire cures the problem.

METRIC TOOLS

Sears and Roebuck has increased their metric tool line to now include Craftsman individual 12-pt. sockets and Craftsman open end and box wrench sets. Check these before you buy.

D. P. Kinney Potomac Region

WHICH PLUGS FOULING?

To quickly find which bank of cylinders isn't functioning in the event of plug fouling or icing, simply open the heater and the malfunctioning side throws much less heat.

Joe Marsey
Central New York Region

WHAT IF SHE DOESN'T OPEN?

In order to avoid what I imagine is the very difficult job of fishing for the hood release, in the event the regular release wire breaks, I attached a wire to the release mechanism, ran it through the rubber plug (in the hole provided in the left front fender) and wrapped the end around a nearby brace, after forming a loop in the wire large enough for a finger grip. I used "dead soft (baling) wire" of about 16 gauge as I think it less likely to break than stiff wire. I left enough slack in the wire so that possible movement of articles in the "trunk" would not likely release the hood.

I made a similar arrangement for the engine cover but ran the wire out the left side, instead of the hole provided at the bottom. This necessitated drilling a hole through the inner engine compartment wall. I made mine about 9 inches from the bottom and far enough back on the side to keep the wire near the rear wall. Be careful not to pierce the outer body shell, and don't get it so close to the rear wall that you can't pull the wire without kinking it. The thing to watch is the outer body shell which curves forward. The wire extends from between the inner and outer walls, so if you have it too far back the rear fender will prevent pulling in a fairly straight line.

J. W. (Wes) Watt
E. Penna. Region

MORE GEARS, REAR-ENDS AND TIRES

Thanks again to Charles Lawrence, Atlanta, Ga. The CORRECT graphs for use with Michelin "X" tires are shown below. The following is data supplied by the Michelin people.

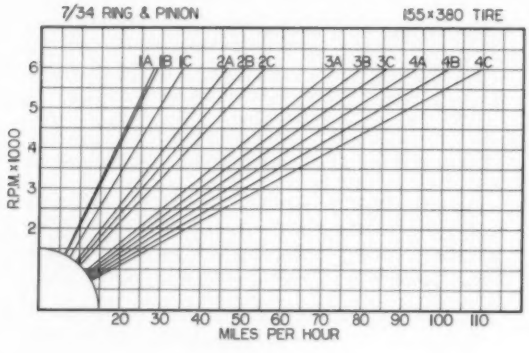
155 x 380 "X"

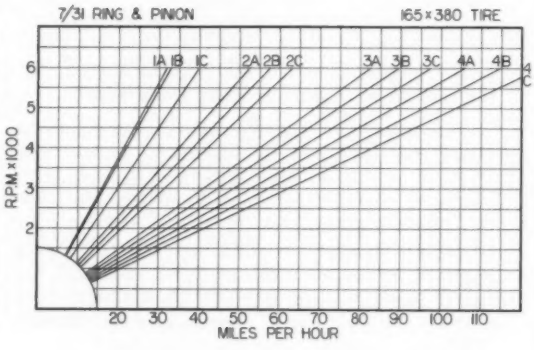
Cross Section: 6.2"
Overall Diameter: 25.1"
Loaded Radius: 11.2"
Revolutions/mile: 826

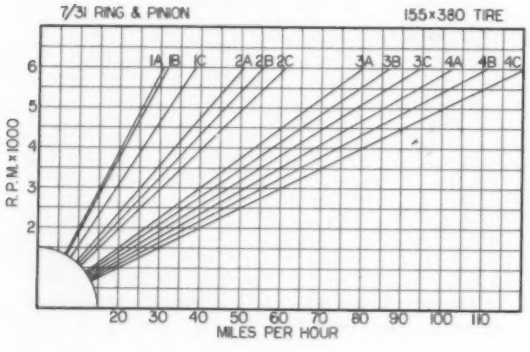
165 x 380 "X"

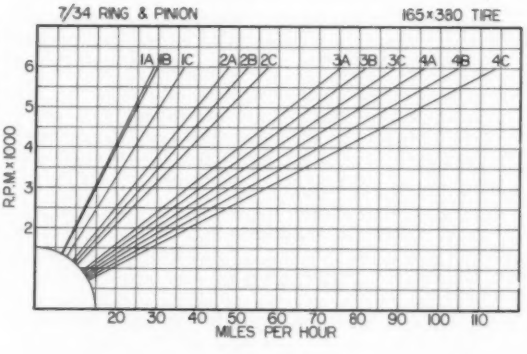
Cross Section: 6.4"
Overall Diameter: 25.9"
Loaded Radius: 11.5"
Revolutions/mile: 800

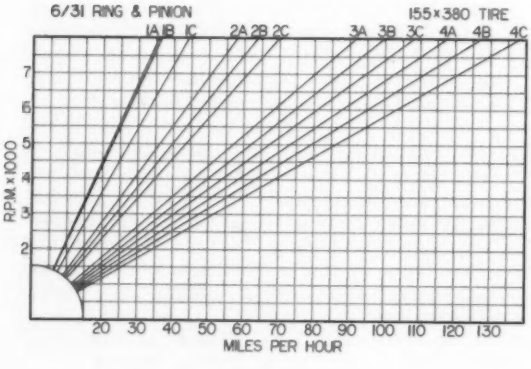
	A	B	C
FIRST	11/35	11/34	13/33
SECOND	16/31	17/30	18/29
THIRD	22/27	23/26	24/25
FOURTH	25/24	26/23	27/22

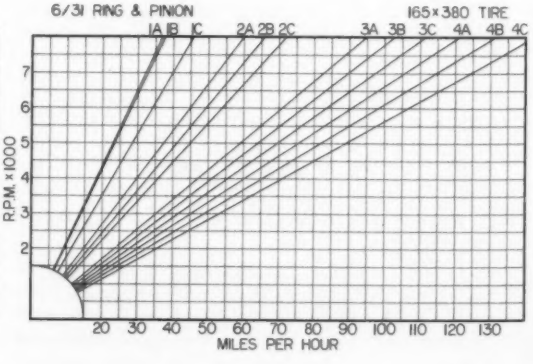






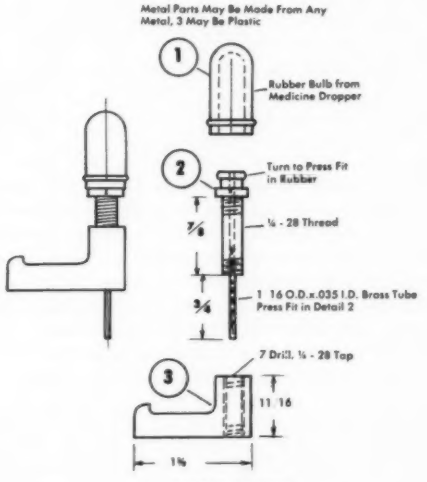






FLOAT LEVEL GAGE

Having tolerated rough idling for quite a while and having heard Herr Dramm state that float-level is important, I took the bowl covers off of my 32 PBI carburetors to investigate. The floats fill the float chambers so completely that only by use of a mirror could I see the narrow margin of gasoline around the edges. I tried to measure the gasoline level with a depth gauge but found it too difficult to hold a mirror, a flashlight, a magnifier, and the gauge in the necessary position simultaneously. So I quickly devised and made a tool with which I could feel and hear the contact with the gasoline surface.


Metal Parts May Be Made From Any Metal, 3 May Be Plastic
1
Rubber Bulb from Medicine Dropper
2
Turn to Press Fit in Rubber
⅜
¼ - 28 Thread
¾
1 16 O.D. x .035 I.D. Brass Tube Press Fit in Detail 2
7 Drill, ¼ - 28 Tap
3
11 16
1⅛

FLOAT LEVEL FINDER FOR SOLEX PBI

The tool consists in a base, detail (3) on print, to locate on the top surface of the carburetor body (with the gasket removed); having a screw, detail (2), which may be adjusted up and down. This screw has been made to be a syringe by having a rubber bulb from a medicine dropper on the top end and a small tube extending from the bottom end. In use, the base is held down on the carburetor body and the screw turned downward while "working" the bulb. When contact is made with the gasoline the bulb suddenly feels the difference and one hears the gas being drawn in and bubbled out. Then the tool is lifted out and measured with scale or micrometer, from the base to the end of the tube. On the 32 PBI, this should measure .630 inches. The float level is changed by changing the thickness of the washer (gasket) on the needle valve housing. A change in thickness of this washer makes twice as much change in the float level; for example, if you use a washer 1/32 thicker, the float level will be lowered 1/16. These washers are made of compressable material so you may not get the desired adjustment. I recommend that brass washers be substituted. Also the level will be raised if you use a new gasket between the body and bowl cover. This is all right if you use new gaskets on both carburetors as equal float levels is more important than a few thousandths above or below the mean level.

It may not be amiss here to remind readers that they must not move the throttle between stopping the engine and measuring the float level as the acceleration pump takes gasoline from the float chamber.

Clarence Rutbell
Central New York Region

WIPER MOTORS

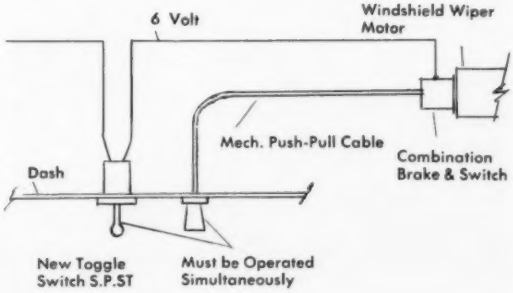
Coming back from the executive council meeting in Pittsburgh recently, Bill Sholar's wipers jammed causing the motor to burn out. We thought that immediately pulling the wiper fuse might have prevented this and protected the motor.

Hans Forster heard of this happening and dashed off his experiences in this field in which the Porsche certainly doesn't excell.

During his trip to Mexico, Hans had the misfortune of burning out his windshield wiper motor and in spite of the fact that the fuse had failed, it had not protected the motor.

To prevent recurrence of this condition, he installed a toggle switch next to the windshield wiper control button on the dash and connected the toggle switch into the circuit for the windshield wiper motor. This switch now acts as a circuit breaker and while it must be operated simultaneously with the windshield wiper button, it insures that the power is off whenever the wiper is not in use. Also, if the wiper should stall, the power can readily be cut.

Hans believes that failures of the windshield wiper motors are due to the combination of the brake and switch assembly, which is actuated by the push button on the dash. If the brake does not release while the switch is on, failure of the motor armature will occur.



LETTERS TO THE EDITOR

Dear Editor:

I have a story to relate which, I think, has strange implications. First, I thought to dismiss it from my mind, but that I could not do.

The setting is the Porsche Parade—1958 in Binghamton at the Colonial Inn. The time is late afternoon on Thursday. The central character: a dog named "Friday" whose picture is enclosed.

On the afternoon mentioned, I was sitting outside my motel room when another Porsche Pusher, Emile Charlap, let his dog Friday run from his room. Now, there were six Porsches and a domestic car lined outside between Emile's room and my room.

Friday trotted from his master's room, passed the six Porsches and stopped abruptly in front of the domestic machine. Then, without hesitation, he lifted his rear left leg and utilized the domestic automobile as though it were a tree or a fire hydrant.

I was amazed the more I pondered the possible significance. I related this phenomenon to a couple of Porsche enthusiasts, Dick Hogner and Jack Bradley, and they felt the incident worthy of some scientific study.

Now, there is a slight possibility that the action on Friday's part has no special meaning;

but, on the other hand, Friday might be aware of his master's attitude in the matter of cars. Then again, not taking part in the gymkhana, rally, concours d'elegance, technical discussion, lectures, or other Porsche activities that weekend, Friday might have taken the course he did to express his feelings in the matter. At any rate, he pin-pointed the degree of zeal Porsche Pushers at times will go to demonstrate the admiration and esteem they hold for Die Kleine.

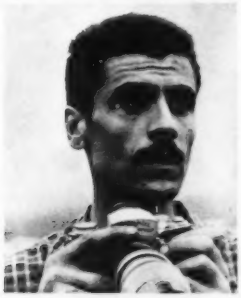
When looking at Friday's picture, you will agree he seems to be saying (in his way), "I did it, and I'm glad!"

John O. Tiernan

RPM'S

Due to the wonderful construction of the Porsche's little brother, the Volkswagen, we are able to continue with our Panorama duties . . . a sudden freezing rain caused us to take a flip in our VW, "The Mule," while on a business trip . . . result, one badly smashed car and a bruised knee . . . rolled the car back over and was able to drive away from this one . . . There's now a new "The Mule II" in the pasture . . . can't help but laugh at those people who claim that these little foreign cars will crumble like an accordion. Every sports car writer seems to have his own inside story on a two liter Porsche. We know of one built right in Chevy Chase, Maryland, by that Porsche expert, John Snyder . . . as soon as a few details are cleared up on rechroming of the cylinder barrels we may see this offered for sale in kit form . . . step up you "stock" production drivers. Doesn't seem to be much manufacturer's support of Sebring this year . . If you drive to Sebring, remember the ever present speed traps. Hanlon and Wilson, who manufacture the "Steely" heater for Volkswagens, will have a Porsche model shortly . . . these units are supposed to supply more heat at slow speeds and reach complete heat output much faster . . . might be just the thing for you PCAers at the North Pole. BOO of the Month to the Governors of New Jersey and Connecticut for being attention seekers and making their entire states one big speed trap . . . If either of these men become our next President, look out! They may extend their police state tactics over the whole country . . . strange that sixty-three percent of fatalities occur at 30 mph or less . . . We have seen examples of New Jersey State Police efficiency toward highway safety . . . mostly consisted of having an officer run out to get money to change the tens and twenties picked up by the radar screen. New Christophorus calendars as great as ever . . . should be on your don't miss list. Hope the factory doesn't forget a new clutch supplement for the 1600 manual. At deadline time comes the sad news of the death of the oustanding Porsche rally champion, Claude Storez. The 32 year old Frenchman was killed in a driving test during the Northern Roads Rally.

PCA PERSONALITIES



John J. Markon

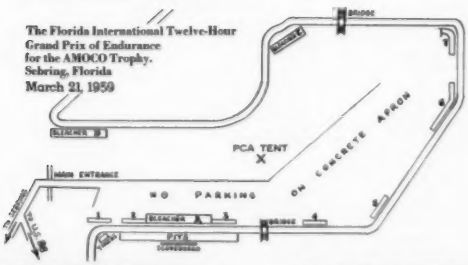
John attended Rutgers and Fairleigh Dickinson Universities and after a two year session with Uncle Sam, worked as a machinist and production engineer for aircraft engine and accessory companies such as Curtiss-Wright and Bendix. He is currently employed as a supervisor of heat treating ovens in Brooklyn.

John bought his Porsche, a '53 Super Coupe, in the fall of '53 after the first owner recorded some 4,000 miles of competition. He has, during the past five years, performed his own maintenance, and overhauled the entire car. Equipped with a spare transmission and a VW engine in the cellar for use during overhauls, he intends to keep this same Porsche another five years . . . new plans call for a Carrera engine.

A charter member of PCA and one of the founders of the Metropolitan New York Region, John started the region's publication "Porsche Post" in 1956. Since that time, he has been a vice president of the region and a member of the regional technical committee.

Other activities of this busy PCAer include free lance writing and photography. He has written for and at one time edited a sports car publication. John is one of those members who would almost just as soon spend a weekend taking his Porsche apart as driving it.

Ed. Note: Porsches and cameras seem to go together if you noticed the last two PCA PERSONALITIES photos.



RECENT AND READABLE

"Don't Spit on My Wooden Steering Wheel," *by Ken Twigg.*

"Everyone Come to Our Party," *by Bud Blake.*

"How to Stay on a Road Course," *by Don Sessler.*

"The Stuttgart Cha Cha," *by Wolfgang Raether.*

"The Art of Turning Over a VW," *by Charlie Beidler.*

"How to Get Rich Quick," *by Sebring Chamber of Commerce.*

MOTOR TREND, February '59, P. 55, A test by the Motor Trend Staff on a product called HRL. Acheson colloidal graphite seems to be the main ingredient in this product. Interesting is the use of a Porsche as a test car. Looks like we scooped them all on this colloidal graphite bit, thanks to PCAers Markon and Clark.

ROAD AND TRACK, March '59, P. 19—Nervous in the Service (dept.). You're being nasty, Mr. Corey, with that closing remark of this article. "Little Guys in the Big Time," by Bill Wilbourne, is a wonderfully done and interesting bit of reading for PCAers . . . catch this on P. 52.

SEBRING '59

X marks the spot where the PCA Banner will fly on the runway at Sebring International Grand Prix this year. Lou and Marge Lamb will preside in the TENT where all PCAers are invited to drop in to say hello and COOL OFF!

It looks as though PORSCHE is "Out for BLOOD" in this year's 12 Hour Grind. Here's the Line-Up.

Porsche Factory Entries

1600 RSK....von Tripps/Bonnier
1500 RSK....Hermann/Maglioli/Barth
1600 GT ....von Hanstein/Cuevas/Michelmore

Private Entries

1500 RSK....Chester Flynn Entry
Ericson/Hugus
1500 RSK....Cyrus Fulton Entry
Holbert/Sessler
1500 RSK....Precision Motors Entry
McAffee/Miles
1500 RSK....von Doery Entry
von Doery/Rodriguez

REMEMBER . . . A PCA'ER SHARES HIS PORSCHE FUN AND KNOW-HOW!

WELCOME NEW MEMBERS

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4610 N. 32nd St., No. 10
Phoenix

Mr. & Mrs. Glenn L. Kelty
5431 E. Verde Lane
Phoenix

David C. Bancroft
3441 E. Van Buren
Phoenix

William Blatt
3048 Marigold Drive
Phoenix

Harold S. Heims
2110 Encanto Drive, S. W.
Phoenix

Ivan Murray
3221 N. 3rd St.
Phoenix

Howard W. Rowe
708 W. Weldon Ave.
Scottsdale

James T. Seolas
2137 West Thomas Road
Phoenix

Thomas B. Mitten
533 W. Encanto Blvd.
Phoenix

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Mun Lee
P. O. Box 312
Oakland 4

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Rideau Towers
Calgary, Alberta

E. Nissen
% Volkswagen Sales & Service Ltd.
Calgary, Alberta

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Manchester

COLORADO

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Denver 7

William P. Wilkin
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Denver 14

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Washington 16

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Mr. & Mrs. Holland E. Franks
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Dave Bedal
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Wheaton

Ray E. Berg
Box 179-B, Rt. No. 1
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Genoa

Dr. W. J. De Nyse
528 No. Merrill Ave.
Park Ridge

1st Lt Edwin L. Greenwood
Box 9232, Mail Room 9
Chanute AFB

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4903 Radnor Road
Indianapolis

James G. Dwyer
Duneland Beach, Stop 34
Michigan City

KANSAS

W. L. Argo
724 S. Washington
Wellington

MARYLAND

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Hq 3d Bn 3d Calvary
Ft. George Meade

S. R. Triplett
1100 E. Belvedere Ave.
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Springfield

Gage Bailey, Jr.
27 Larchwood Dr.
Cambridge

Ted G. Seble
Summer Street
Sudbury

Morgan A. Long
Groton

YOU'VE A DATE TO ATTEND THE 4th ANNUAL PORSCHE PARADE JUNE 15-18—DON'T MISS IT!

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RFD No. 1
Hastings

Richard R. Bey
35570 Orangelawn
Livonia

MINNESOTA

Tom Countryman
15 N. Ninth St.
Minneapolis

Donald G. McNeely
425 E. 8th St.
St. Paul

Mason C. Myers
628 — 14th Ave., S. E.
Minneapolis 14

Jack D. Northup
1989 E. Orange
St. Paul

Obert P. Olson, Jr.
1924 Carroll
St. Paul

Otto C. Winzen
8401 Lyndale Ave. So.
Minneapolis 20

NEBRASKA

G. G. Havlicek
4200 Washington
Lincoln 6

NEW JERSEY

Frank H. Mrozek
6 Fairfield Road
South River

H. Gerald Hoxby
545 Morris Ave.
Springfield

Frederic F. Lovejoy
18 Colonial Terrace
Maplewood

George Surau
21 Westend Ave.
Newark

Lewis C. Moorhead
50 Northfield Ave.
West Orange

Keith E. McMahan
12 Chapel Street
Summit

Warren E. Shindle
114 West Albertson Ave.
Westmont

Mr. & Mrs. Hilding R. Johnson
327 Hamilton Ave.
Glen Rock

NEW MEXICO

A. T. Landry
1906 Mt. View
Alamogordo

NEW YORK

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131 — 74th Street
Brooklyn 9

Loren R. Collard
245 Henry St.
Brooklyn 1

Lt. Robert H. Jones
AO 3041054
7367th Flying Training Group
APO 208, New York

Paul E. Dean
43 Albany Ave.
Dunkirk

Joseph H. Miksovsky
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Amityville, L. I.

Robert H. Merriam
109 Marywood Dr.
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Walter J. Horn
1327 Lexington Ave.
New York 28

Nils Jernberg
110-20 — 71st Ave.
Forest Hills 75

J. F. Brossart
Honning Drive
Orchard Park

Everett Fogal
Seminary Hill Road
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William L. Graves, Jr.
1647 New Scotland Rd.
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OHIO

Charles A. Ferrari
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Robert W. Parry, M. D.
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25 W. Harvey St.
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201 E. Whitner St.
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1126 Fair Oaks St.
Houston

Robert I. Miller
543rd QM Gp
Fort Lee

UTAH

Dave Winburn
3990 Parkview Dr.
Salt Lake City 17

VIRGINIA

C. W. Sykes, Jr.
410 Tanglewood Rd.
Richmond

Chas. F. Smithson
4301 South 12th Rd., Apt. 2
Arlington 4

WISCONSIN

Roger N. Christiansen
7000 North Yates Rd.
Milwaukee 17

PLEASE DRIVE CAREFULLY . . . THE CAR YOU SAVE MAY BE YOUR PORSCHE!

WATCH FOR YOUR SPECIAL ANNOUNCEMENT!
Mail all Inquiries to:
PCA PORSCHE TOURS INC.
1542 Mt. Eagle Place
Alexandria, Virginia
Sept. 28 - Oct. 19
PCA RALLY TO STUTTGART AND V INTERNATIONAL PORSCHE-TREFFEN

MORE ON THE BEUTLER PORSCHE

We received quite a number of letters seeking to know about the Beutler Porsche. Mr. Townsend B. Martin has been kind enough to send us the details on his prize.

The engine is a Porsche 1600 N. All instruments, brakes, heating and stabilizer are Porsche.

The chassis, transmission, steering, suspension, rims, windshield wiper, and handbrake are Volkswagen.

The shock absorbers are Girling and the tires are special Firestones.

The weight is approximately 1,977 pounds, and over-all length 171.26 inches.

The price of the car in Thun, Switzerland, is 23,000 Swiss Francs. Of course, the radio and Nardi-steering wheel were extra.

The Beutler Porsche-Special

Mr. Martin ordered the car directly from the Beutler Company, Thun, Switzerland, after seeing a picture of a similar car in Christophorus. His car is the 13th such car they have built, the only one of their make of any description in this country. Altogether, Beutler has made 66 bodies for various chassis since the company's inception in 1947. In the future, they are thinking of turning out the same car with a Porsche transmission.

Mr. Martin is presently having an Iskenderian Cam installed . . . sneaky!

Say, how much is a Swiss Franc?

GET THE SOUNDS

As a normal Porsche owner, i.e., one who intensely dislikes seeing his machine manhandled by the average mechanic, and who believes in prevention by maintenance; I'd like to suggest a method for discovering most failures as soon as they start.

The Porsche makes a great many very distinct sounds when running normally and, by these sounds, we can tell how she's going. A new and different sound always means that trouble is on the way.

So—take a motor tuning stethoscope (every Porsche owner should have one) and connect it to the microphone of a tape recorder. Then, when you know that everything is normal in the car, take a series of recordings. For instance, take a 60-second recording of the sound of the distributor shaft then leave a blank length of tape for 60 seconds. Do this with all the moving parts you can reach with the stethoscope (if you want to be fancy, tape what each is): bearings, fuel pump, rotor, valves; stick the scope down the oil filler tube; get under and tape the transmission noises.

Now—when that unfamiliar sound starts and you don't know what's making it, retape everything on the blank lengths of tape and, by listening, you can soon pinpoint the offender.

Happy listening with your "Sounds of Stuttgart."

Bob White
Thomasville, Ga.

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